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FIRE AT SEA ENDS LIVES OF MANY

Steamer Queen En Route From San Francisco to Seattle Nearly Burns Off Tillamook Rock.

Heroic Work of Passengers and Crew Saves Vessel After All Hope Had Been Lost.

MANY TAKE TO LIFE BOATS

When These Return to Steamer It Is Found That One Had Capsized—None Knows How Fire Started.

Seattle, Wash., Feb. 29.—The Pacific Coast Steamship Company's San Francisco-Seattle steamer Queen, northbound, caught fire Saturday morning at sea, near Tillamook light, 30 miles off the Oregon coast. A total of 14 persons are dead. Three of this number were burned to death, ten were drowned and one died from exposure. After heroic work on the part of the officers, crew and the passengers, the ship was saved. She arrived at Seattle at 5 o'clock yesterday afternoon. Her entire aft part is burned. The loss has not been estimated by the steamship company. The cargo was saved, but many passengers lost all their effects. The dead are:

- First-Class Passengers.**
MISS MAUDE STEINER, drowned.
MRS. E. ADAMS, San Francisco, died from exposure.
- Second-Class Passengers.**
D. E. NEWBERRY, drowned.
H. BUCKLEY, drowned.
- Members of the Crew.**
M. SUMMERS, burned to death.
H. DOUGLAS, burned to death.
A. RAYMOND, burned to death.
A. NELSON, drowned.
J. NELSON, drowned.
B. FRATES, drowned.
W. HERRIMAN, drowned.
A. DONNELLY, drowned.
P. NUHN, drowned.
M. FLYNN, drowned.

The bodies of those drowned were not recovered. The body of Mrs. Adams, of San Francisco, who died a few minutes after she had been taken from the water, was brought to Seattle on the ill-fated vessel. The bodies

of the three members of the crew, all of whom were waiters, were taken ashore at Port Townsend yesterday morning when the Queen stopped there. Then it was that the first news of the disaster was given to the public, for Port Townsend was the first place the Queen could reach after the accident. The three waiters were burned to death because the passage-way to the forward part of the ship was cut off by the flames.

Those who were lost by drowning were the occupants of the two lifeboats that capsized.

As Told by the Captain.

Captain Cousins gave the following account of the disaster: "At 4:50 o'clock Saturday morning when we were 30 miles to the westward of Tillamook light on the coast of Oregon on our way to this port, Second Officer Reese reported to me that the ship was on fire. Reese was on the bridge. I hastened from my stateroom, not taking time even to dress, and rang the fire alarm. Getting all hands on deck we started to fight the fire, which was located in the after saloon on the saloon deck. When I came on deck, less than half a minute after being notified, attired in my pajamas and barefooted, the flames were shooting 30 feet high out of the saloon skylight. We got men with hose playing the water on the fire, but which continued to gather headway until the whole after part of the ship was in flames. When it looked impossible to keep the fire under control I gave orders to clear away the boats, to swing them out and lower them to the rails. The boats on the weather, or port side, I had lowered into the water. There were three men in each, and I ordered them to take the boats around to the lee side and await orders. Then I began to fill up the boats on the starboard side with women and children. At this time it looked impossible to save the ship. The vessel was in flames and the fire gaining headway on us despite our efforts. "Finally the starboard boats were lowered into the water. One of them, the last lowered, I believe, got under the guard and was stove in and later upset. It was in charge of Second Steward Savage. The moment the boat capsized, the boats on the lee side went to their rescue. I do not know just how many people there were in the various boats lowered, though possibly 60. The boats were out in the open until 8:30 o'clock, when, believing we had the fire under control, I blew three whistles, signalling the boats to gather around the ship, and by 9:30 all save those lost were on board again.

"The men in the glory hole when called with the discovery of the fire came up through flames and blinding smoke. Three of these lost their way and rushed into the cockpit, where they

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PORT ARTHUR AGAIN ATTACKED BY FIFTEEN JAPANESE WAR VESSELS

Keep Up Furious Bombardment for Two Hours, and Retire After Sinking Torpedo Boat and Damaging Ships.

Oriental Squadron Met by Three of the Enemy's War Vessels—Rumors of Approaching Battle Between Band of Cossacks and the Japanese Force on East Coast of Corea—Believed That Later Has Effectuated Landing.

London, March 1.—A dispatch to the Daily Telegraph from Yinkow, dated February 29, says:

Fifteen Japanese warships furiously bombarded Port Arthur from 10 until 12 o'clock this morning. The Russian cruisers Novik, Askold and Bayan, accompanied by four torpedo boats, steamed out to meet the attack. They were, however, forced to retire. The Askold was in a sinking condition. The Novik was badly damaged, and one of the torpedo boats was sunk. The Russian battleship Retvizan was again damaged. The Japanese withdrew in good order.

No news is published here today of the operations or movements other than at Port Arthur.

According to a report from St. Petersburg, a body of Cossacks from South Usuri province with quick fire guns, is advancing along the east coast of Corea to prevent a landing of any of the Japanese army and comment is made that possibly the landing at Posset bay may have been made with the intention of attacking this force. A dispatch from Shanghai to the Daily Chronicle says that the Russians are transferring guns from the disabled ships at Port Arthur to the forts there.

A dispatch from Chefoo to the Standard, dated February 29, says Japanese cruisers and torpedo boats entered that harbor without lights at 1 o'clock on the morning of the 29th, and it is believed they embarked the Japanese who took refuge there after the attempt to bottle up Port Arthur.

FAMILIAR TACTICS EMPLOYED.

Japanese Cruisers Do Not Remain Long Before Forts.

London, March 1.—The pause in war operations in the far east has been broken by another Japanese attack on Port Arthur, of which only the foregoing brief account is yet to hand. This report, however, shows a repetition of the now familiar tactics of Japan and it is presumed the attack was made in bad weather, previous telegraphic advices having reported a severe gale raging at Port Arthur. As usual the Japanese did not remain long enough off the harbor to enable the gunners at the fort to get their range. Again three cruisers, the Bayan, Askold and Novik, came out to meet the attack, and this suggests either they were the only effective ships there, or the larger battleships were unable to get out.

VLADIVOSTOCK BLOCKADED.

Effective Means employed by Japs to Cover Movements.

St. Petersburg, Feb. 29.—Direct confirmation of the report from Hakodate that Vladivostock is blockaded by Japanese vessels cannot be obtained here, but it is considered probable. During the Japanese landing operations in Corea, Russian warships to the north were a constant menace, and blockading them would be the most effective means of securing non-interference. Furthermore, it is worthy of note that for more than one week no word has been allowed to come from Vladivostock and this is strong presumptive evidence that important events are transpiring.

The report from Lulu Yang, Manchuria, that the Japanese fleet received orders to attack and capture Port Arthur on March 1, at all costs, has created a profound impression and has added to the belief that the Japanese possibly intend to commence land and sea operations against Port Arthur sooner than was anticipated.

Troops Reach Yalu River.

Tien Tsin, Feb. 29.—Twenty-five

hundred Russian troops are reported to have reached Yalu and two regiments of mounted infantry with artillery hold the mountain passes, some 35 miles south of Wiju.

Russia Makes Inquiry.

Washington, Feb. 29.—A searching inquiry has been made by Russian officials in an effort to place the responsibility for the false report that Commander Marshall, commanding the American gunboat Vicksburg at Chemulpo, had refused to rescue Russian sailors from the Vriarg.

THIEVES BATTLE ON ICE.

Confronted by Officers They Resist Arrest, and Fight Enthusiastically.

New York, Feb. 29.—Grappled together amid the ice floes of the Kill Von Kull there has been a hand to hand fight between six men on an oyster scow, suspected of being coal thieves and as many policemen in a launch who were endeavoring to put them under arrest. In the battle one of the supposed thieves who tried to escape by swimming was drowned and two of his companions were arrested.

Men on a police launch discovered the scow by the aid of light from a fire in Elizabeth port. They gave chase and the supposed thieves fled. The detectives used their revolvers also but no one was hit. Finally the scow was overhauled and the police started to board. Then the alleged thieves jumped overboard. The Kill Von Kull was full of floating ice but two policemen jumped in and captured two prisoners. One of the swimmers from the scow had not gone far when cramps seized him and he sank. The rest escaped. The two policemen who made the arrests were somewhat injured in their battle with the ice.

A large quantity of coal was found on the captured scow.

HEIRS LIVE IN GREECE.

Schemers Would Collect Damages From Railroad Company.

Ogden, Utah, Feb. 29.—George H. Tsolomith, consular agent for Greece, has served notice on the Southern Pacific Railroad Company, warning it against settling damages growing out of the Jackson explosion, in which 16 Greeks lost their lives. He has discovered, he says, an effort on the part of interlopers to defraud real heirs who live in Greece.

CIRCULAR LETTER ISSUED.

Charles Mackay Creates Company to Perpetuate Father's Name.

New York, Feb. 29.—Clarence H. Mackay, president of the Commercial Cable Company, today addressed a circular letter to the stockholders of the company, inviting the deposit of their stock for an exchange for the shares in trusteeship created under the laws of Massachusetts under the name of "the Mackay Company." The capitalization of the Commercial Cable Company, which also owns the Postal Telegraph and Cable Company, is \$15,000,000, upon which eight per cent dividends are paid.

The Mackay company is an investment trust, designed by Mr. Mackay to perpetuate the name of his father.

SHOT DURING RAID.

Detective Turns on Assaultants and Shoots to Kill.

New York, Feb. 29.—After having been beaten and kicked almost into insensibility Detective William H. Amann, of the Charles street station, Manhattan, shot John Hughes just above the heart early this morning and he will probably die. Detectives

Amann and Gallagher were sent out to look for violators of the excise law and found a saloon at 228 West Twelfth street wide open. Amann went in and ordered the proprietor, a namesake of the wounded man, to close and go to the station house with him. Several persons, who were in the place, attacked Amann, and Gallagher, who was on guard outside, came quickly to the rescue. The door was locked, but he broke it open and threatened to shoot any man who resisted arrest. Thereupon Amann drew his revolver and, shooting at random, felled Hughes. Gallagher telephoned for the patrol and the proprietor and inmates were taken to the Charles street police station. Hughes was taken to St. Vincent's hospital.

FLOOD DESOLATES DISTRICT.

Turbid Yellow Sea of Muddy Water Greets Eye for Thirty Miles.

Sacramento, Cal., Feb. 29.—Seen from the dome of the state capitol building, the overflowed district south of the city presents a vast panorama of desolation as far as the eye can reach, a distance of at least 30 miles. The turbid yellow sea of water covers the entire country with the exception of the high knolls and levees that are still intact. Houses and barns entirely surrounded by water can be seen in every direction, and scattered clumps of trees show above the yellow surface.

At an early hour this morning the backwaters from the flood reached the outskirts of the city, and were stopped in their onward flow by the Y street levee, that presents an impassable barrier to their further progress. Crowds of people throng the levees and watch the tossing flood with vivid interest, and the occasional sight of a drowned animal causes a rush of people from every direction, who watch the carcass until it drifts from view.

The latest reports from the scene of the break are to the effect that the crevasse is 150 feet wide, and that the water is still running in from the river and spreading over the low lands to the south. The town of Freeport, down the river, is entirely surrounded by water, and the people are moving their effects into the upper stories of their houses.

New York, Feb. 29.—W. W. Wheatley, who was for a time superintendent of the trolley system of the Brooklyn Rapid Transit Company, and until recently general manager of the Public Service Corporation, controlling the trolley lines of Northern New Jersey has gone to the City of Mexico where he will assume charge of the electric railways. The latter is controlled by London capitalists.

BOOKER T. NOT THE FIRST TODINE

Negro Guest at Table of the White House During First Administration of Mr. Cleveland.

So Asserts Scott of Kansas and He Backs Up Statement By Naming Names.

DEMOCRATS HAD NOT HEARD

However They Lay No Claim on Fisherman President, Believing As They Say That He Is Republican.

Washington, Feb. 29.—During the consideration of the district of Columbia appropriation bill in the house today, Scott, of Kansas, made the declaration that a negro had dined at the White House with President Cleveland during the latter's first administration. The statement was prompted by references by Gilbert, of Kentucky, to the dining of Booker T. Washington at the white house. When his name was demanded, Scott said it was C. H. J. Taylor, who was appointed by President Cleveland as recorder of deeds for the district of Columbia.

Gilbert observed that he and others had never heard of the incident, but the democrats were not "particularly claiming" Cleveland, and Cochran, of Missouri, said it was but cumulative evidence that "there is no better republican in the country than Grover Cleveland."

The discussion of the question on reciprocity by Dalzell, of Pennsylvania, and Williams, the minority leader, consumed the greater portion of the day. Another feature of the day was the declaration by Lovering, of Massachusetts, that while the republican party was talking about "standing pat, thousands of dollars were being lost to manufacturers and that our boasted prosperity is fast coming to an end," because of the failure of the party to enlarge the drawback system and give new markets which he declared were now demanded.

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